

28, 1986 and is incorporating by reference a letter submitted on February 3, 1987 by the Connecticut DEP.

Under 5 U.S.C. 605(b), I certify that this SIP revision will not have a significant economic impact on a substantial number of small entities. (See 46 FR 8709).

The Office of Management and Budget has exempted this rule from the requirements of section 3 of Executive Order 12291.

Under section 307(b)(1) of the Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by April 18, 1988. This action may not be challenged later in proceedings to enforce its requirements (see 307(b)(2).)

List of Subjects in 40 CFR Part 52

Air pollution control, Ozone, Hydrocarbons, Intergovernmental relations, Reporting and recordkeeping requirements, Incorporation by reference.

Note: Incorporation by reference of the State Implementation Plan for the State of Connecticut was approved by the Director of the Federal Register on July 1, 1982.

Date: February 10, 1988.

Lee M. Thomas,
Administrator.

Part 52 of Chapter I, Title 40 of the Code of Federal Regulations is amended as follows:

PART 52—[AMENDED]

Subpart H—Connecticut

1. The authority citation for Part 52 continues to read as follows:

Authority: 42 U.S.C. 7401-7642.

2. Section 52.370 is amended by adding paragraph (c)(41) to read as follows:

§ 52.370 Identification of plan.

* * * * *

(c) * * *

(41) Revision to the Connecticut State Implementation Plan submitted by the Commissioner of the Department of Environmental Protection on February 3, 1987.

(i) Incorporation by Reference:

(A) A letter from the Connecticut Department of Environmental Protection dated February 3, 1987 which states that the effective date of State Order No. 943, approved previously, for Connecticut Charcoal Co. is May 28, 1986.

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40 CFR Part 52

[FRL-3324-3]

Approval and Promulgation of Implementation Plans; Michigan

AGENCY: Environmental Protection Agency (EPA).

ACTION: Final rule.

SUMMARY: EPA is approving a revision to the State of Michigan's total suspended particulate (TSP) State Implementation Plan (SIP) for Michigan, Act No. 65 of the Public Acts of 1986. Michigan's submittal of April 29, 1986, for Air Pollution Control Act (APCA) No. 65 revises the State's 1965 APCA No. 348, with respect to: (1) Car ferries having the capacity to carry more than 110 motor vehicles and (2) coal-fueled trains used in connection with tourism. EPA believes the approval of this SIP revision will not jeopardize the attainment and maintenance of any national ambient air quality standards (NAAQS) including EPA's revised particulate matter standard published on July 1, 1987 (52 FR 24633).

EFFECTIVE DATE: This rule will become effective on March 18, 1988.

ADDRESSES: Copies of the documents relevant to this action are available for public inspection during normal business hours at:

Environmental Protection Agency,
Region V, Air and Radiation Branch
(5AR-26), 230 South Dearborn Street,
Chicago, Illinois 60604

Michigan Department of Natural
Resources, Air Quality Division,
Stevens T. Mason Building, 530 W.
Allegan, Lansing, Michigan 48909
Public Information Reference Unit,
Environmental Protection Agency, 401
M Street SW., Washington, DC 20460

FOR FURTHER INFORMATION CONTACT:

Ms. Toni Lesser, Regulatory Analysis
Section, Air and Radiation Branch
(5AR-26), Environmental Protection
Agency, Region V, 230 South
Dearborn Street, Chicago, Illinois
60604, (312) 886-6037.

SUPPLEMENTARY INFORMATION: On April 29, 1986, the State of Michigan submitted APCA No. 65, an amendment to Act No. 348 of the 1965 Michigan APCA, as a revision to the Michigan TSP SIP. That submittal also included technical support documentation in the form of emission monitoring data and a screening analysis for the source, which indicated that the car ferry emissions have demonstrated no effect on attainment or maintenance of the NAAQS for TSP resulting from uncontrolled operation of this source.

APCA No. 65 was approved by the Governor of the State of Michigan on March 30, 1986. This Act amended APCA No. 348 of 1965 by adding section 7a which (first) exempts car ferries having the capacity to carry more than 110 motor vehicles and (second) exempts from the requirements of APCA No. 348 coal-fueled trains used in connection with either tourism, or the transportation of works of art, or items of historical interest.

Car Ferries

Michigan's APCA No. 65 affects only one car ferry operation which is located in the City of Ludington, Mason County and is owned by the Michigan-Wisconsin Transportation Company. This Company operates a single car ferry ("City of Midland") between Ludington, Michigan, and Kewauunee, Wisconsin, on a daily basis. Ludington, Michigan, is currently designated attainment for all NAAQS and has one TSP monitoring site in use. The nearest monitor to the ferry docks in Ludington did not record any exceedances of the TSP standards during the years of the monitor's operation (1977-1981), at which time two car ferries were in operation; and the City of Ludington was designated as a TSP secondary nonattainment area. Analysis of the receptor filters in use during the days when nonattainment level readings were recorded, showed no particulate matter traceable to car ferry emissions.

Coal-Fueled Trains

Michigan has only a few coal-fueled trains known to exist that operate as amusement rides and tourist attractions. There are presently no coal-fueled trains in existence on commercial railroad lines. The only train that operates on a semi-regular basis is known as the "Art Train." The Art Train usually operates from early spring to late fall, traveling from one city to another on a weekly basis.

On February 25, 1987 (52 FR 5553), EPA proposed approval of Michigan Act No. 65 as a revision to the Michigan SIP. During the 30-day public comment period, EPA received no comments on the proposed approval. EPA's complete review of this SIP revision is contained in technical support documents (TSDs) dated July 18, 1986, and October 27, 1986.

Final Action

EPA is approving the Michigan Act No. 65 of the Public Acts of 1986 as a revision to the Michigan TSP SIP. EPA believes approval of this SIP revision will not jeopardize the attainment and

maintenance of any NAAQS as a result of uncontrolled operation of these sources.

On July 1, 1987, EPA published final approval of the revised particulate matter standard (52 FR 24634 and eliminated the TSP ambient air quality standard. The revised standard is expressed in terms of particulate matter with a nominal diameter of 10 micrometers or less (PM₁₀). However, at the State's option, EPA is continuing to process SIP revisions which were in progress at the time the new PM₁₀ standard was promulgated. In the policy published on July 1, 1987, (p. 24679, Column 2) EPA stated that it would regard existing SIP revisions as necessary interim particulate matter plans during the period preceding the approval of State plans specifically aimed at attaining the PM₁₀ NAAQS. EPA believes that this Michigan rule is consistent with the new PM₁₀ standard and can also be considered an interim step towards expeditious development of approvable PM₁₀ plans for Michigan. Thus, EPA is granting final approval of this SIP revision.

The Office of Management and Budget has exempted this rule from the requirements of section 3 of Executive Order 12291.

Under section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit by April 18, 1988. This action may not be challenged later in proceedings to enforce its requirements. (See section 307(b)(2).)

List of Subjects in 40 CFR Part 52

Air pollution control, Incorporation by reference, Intergovernmental relations, Particulate matter.

Note: Incorporation by reference of the State Implementation Plan for the State of Michigan was approved by the Director of the Federal Register on July 1, 1982.

Date: January 29, 1988.

A. James Barnes,
Acting Administrator.

Part 52 of Chapter I, Title 40 of the Code of Federal Regulations, Chapter 1, Part 52 is amended as follows:

PART 52—APPROVAL PROMULGATION OF IMPLEMENTATION PLANS

Subpart X—Michigan

1. The authority citation for Part 52 continues to read as follows:

Authority: 42 U.S.C. 7401-7642.

2. Section 52.1170 is amended by adding paragraph (c)(84) to read as follows:

§ 52.1170 Identification of plan.

(c) * * *

(84) On April 29, 1986, the State of Michigan submitted a revision to the Michigan State Implementation Plan (SIP) for total suspended particulates (TSP). The revision, in the form of Air Pollution Control Act (APCA) No. 65, revises the State's 1965 APCA No. 348 contained in the TSP portion of the Michigan SIP with respect to: car ferries having the capacity to carry more than 110 motor vehicles; and coal-fired trains used in connection with tourism.

(i) Incorporation by reference.

(A) Act No. 65 of the Public Acts of 1986, as approved by the Governor of Michigan on March 30, 1986.

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GENERAL SERVICES ADMINISTRATION

41 CFR Part 101-40

[FPMR Amdt. G-84]

Transportation and Traffic Management

AGENCY: Federal Supply Service, GSA.

ACTION: Final rule.

SUMMARY: The General Services Administration amends 41 CFR Part 101-40 by revising the provisions of § 101-40.206 to establish the liability of carriers transporting Government employees' household goods under Government bills of lading (GBLs) pursuant to the GSA Centralized Household Good Traffic Management Program (CHHGTMP) (41 CFR Subpart 101-40.2) at the limits of liability prescribed in the tender of service (TOS) agreement between GSA and household goods carriers participating in the CHHGTMP.

EFFECTIVE DATE: February 17, 1988.

FOR FURTHER INFORMATION CONTACT: Joseph M. Napoli, Regulations and Policy Division, FTS 557-1256 or commercial 703-557-1256.

SUPPLEMENTARY INFORMATION: Section 201(a) of the Federal Property and Administrative Services Act of 1949, as amended (40 U.S.C. 481(a)), details GSA's responsibility (with respect to executive agencies) for prescribing policies and methods of procurement and supply of personal property and nonpersonal services, including related

functions such as transportation and traffic management.

GSA has determined that this rule is not a major rule for the purposes of Executive Order 12291 of February 17, 1981, because it is not likely to result in an annual effect on the economy of \$100 million or more; a major increase in costs to consumers or others; or significant adverse effects. GSA has based all administrative decisions underlying this rule on adequate information concerning the need for, and the consequences of, this rule; has determined that the potential benefits to society from this rule outweigh the potential costs and has maximized the net benefits; and has chosen the alternative approach involving the least net cost to society.

List of Subjects in 41 CFR Part 101-40

Freight, Government property management, Moving of household goods, Office relocation, Transportation.

For the reasons set forth in the preamble, 41 CFR Part 101-40 is amended as follows:

PART 101-40—TRANSPORTATION AND TRAFFIC MANAGEMENT

1. The authority citation for Part 101-40 continues to read as follows:

Authority: Sec. 205(c), 63 Stat. 390 (40 U.S.C. 486(c)).

2. FPMR Temp. Reg. G-49, effective June 16, 1987, published in the *Federal Register* on July 13, 1987 (52 FR 26151), is canceled and removed from the appendix at the end of 41 CFR Subchapter G.

Subpart 101-40.2—Centralized Household Goods Traffic Management Program

3. Section 101-40.206 is revised to read as follows:

§ 101-40.206 Household goods carriers' liability.

The GSA tender of service (TOS) agreement and the carriers' applicable tariffs establish the carriers' minimum liability for the loss of or damage to Government employees' household goods transported in conjunction with this subpart. A value exceeding the established TOS or tariff minimum may be declared on the bill of lading, but the carrier will charge a valuation fee for each \$100, or fraction thereof, of such higher declared valuation. Employees should be fully informed as to the extent the Government will be monetarily responsible for the transportation of household goods, the differences in standard liability under Government